

School Travel Plan

2010-2011



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School details

School name: Jewish Community Secondary School

Type of school: Voluntary Aided Secondary

Age range of students: 11-18 (from Sept 2010 age 11 only building up year by year) 180 students per year group building to 1300 students by September 2018

LA/School DCSF reference number: 302/5427

Lead contact name (School Champion): Lara Samuels

Contact numbers: Tel 020 8922 2120
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Contact email: l.samuels@jcross.barnet.sch.uk

Date STP submitted: 30th March 2010

School numbers

Students	No. of full time students 2010	187 *
	No. of part time students	0
SEN students with a statement of need with a transport element	No. of SEN students with a statement of need with a transport element	6
Staff	No. of teaching staff	19
	No of non-teaching/support staff	25

*Predicted figure due to new school

Current facilities

The car park	No. of staff parking spaces	90
	No. of visitor spaces	3
	No. of disabled spaces	6
Cycle storage	No. of cycle parking bays for staff	15
	No. of cycle parking bays for students	151
How secure is this storage provided	Cycle parking is positioned by the security hut, helping to deter theft. Secure lockers for clothing and equipment and showers will be available for all cyclists to use.	
Storage lockers	No. of staff storage lockers	50
	No. of student storage lockers	1300
Shower facilities	Are staff shower facilities available?	Yes
	Are student shower facilities available?	Yes

Opening and closing times

Before school	School site opens	7.30am
	Breakfast club starts	7.30am
	Students allowed to enter	7.30am
Start of school for students	Year 7 To Year 13	8.30am
During school day		N/A
End of school	Year 7 To Year 13 Mon-Friday in Spring/Summer	4pm
	Friday during winter	1.20pm
After school	After school clubs Mon-Thursday	5.30pm
	School site closes	6pm

School opening and closing times have been staggered to coordinate with Livingstone Primary School.

Extended and community use

See Activities Management Plan in appendix.

School Travel Plan working party members:

Name	Role in schools
Mandy Armstrong	Business Manager
Stephen Lavender	Education Consultant
Joanne Harris	Governor
Elaine Robinson	PSHE Co-ordinator
Lara Samuels	Travel Co-ordinator
Alison Sharpe	School Travel Plan co-ordinator

To be invited when school is open

Local Police Officer
Resident Liaison
TFL Appointee
Parent/Carer
2 Y7 students

Description of the school

In September 2010 JCoSS will open as a voluntary-aided co-educational secondary school in a brand new state-of-the-art building incorporating the very latest technology.

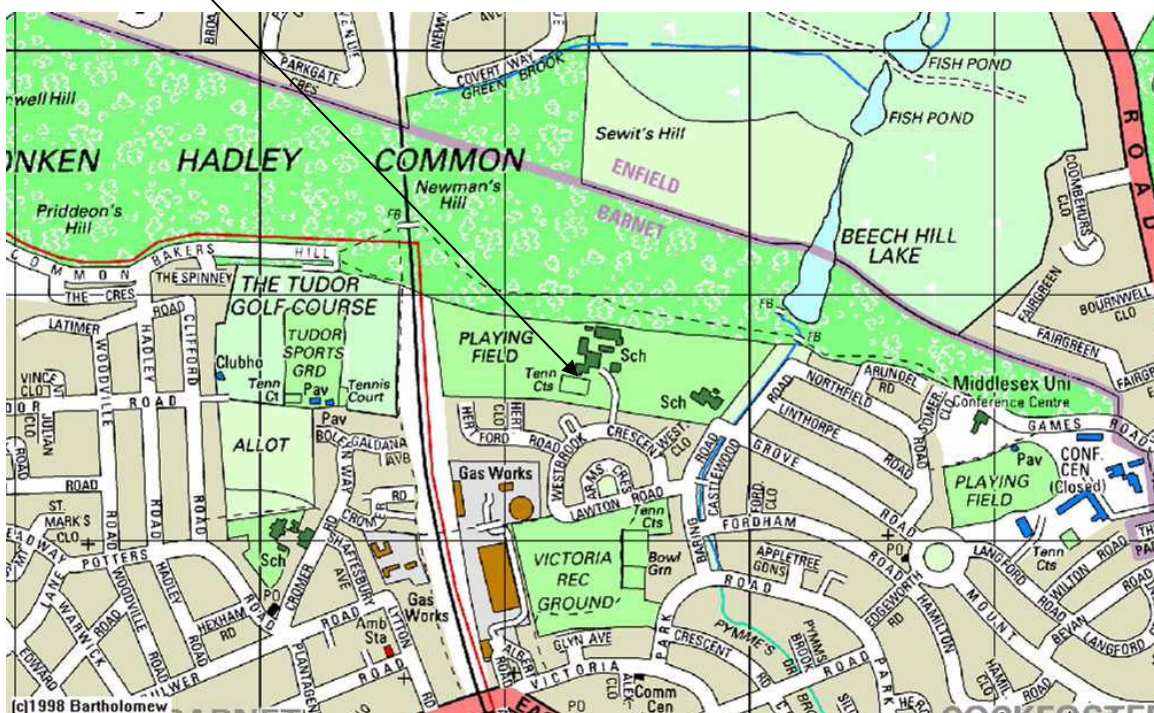
JCoSS is the first inclusive cross-communal Jewish secondary school in the UK, embracing the entire Jewish community regardless of affiliation or practice.

Location

JCoSS is situated in a residential area of East Barnet on the site of the former East Barnet Upper School. The Upper School is located on Westbrook Crescent within a predominantly residential area of local authority housing some of which are now owner-occupied dwellings. The Upper School site borders Hadley Common and 'shares' a site with Livingstone Primary School which is located on Baring Road. The upper school site has one single entrance, for both pedestrian and vehicle use but JCoSS has constructed new road access from the corner of Northfield and Castlewood Roads, with the current entrance from Westbrook Crescent set aside for pedestrian and cycle access only.

Map

JCoSS



Engineering measures - school keep clear markings, school signs, crossing points etc

On site speed humps

On site security barriers

School keep clear markings on what is currently known as Westbrook Crescent (name to change).

Entrances

There are two entrances; one off Westbrook Crescent for students/staff pedestrian and cycle access and the other off Castlewood Road for vehicles. Security staff will be located at both entrances.

Site plan



Local transport links

JCoSS will promote a green travel plan, in accordance with Jewish values, by promoting alternatives to private car use.

- By train: New Barnet station is on the overground and a number of bus routes.
- By tube and buses: The site is served by High Barnet (Northern line) to the West and Cockfosters (Piccadilly) to the East. The former is 1.4 miles from the school (via Victoria Park), while the latter is 1.0 mile. Both are served by the 384 hopper bus

which runs every 15 mins from each station to Westbrook Crescent. JCoSS is currently in talks with TfL to increase the frequency of this service at the beginning and end of the school day.

- Possibly run a minibus from Cockfosters to New Barnet via the school.
- By private coaches: See Parking and Management Strategy for School Buses, which will give details of dropping off and collection points. JCoSS intends to offer private coach services from our first year. The exact routes and costs will depend on where our first intake of students comes from. An analysis of the postcodes of applicants suggests up to five routes are possible, dependent on demand:

Route 1:

Golders Green–Hendon–Mill Hill

Route 2:

Ilford–Palmer's Green–Southgate

Route 3:

Bushey–Radlett–Borehamwood–Elstree

Route 4:

Crouch End–Highgate–Muswell Hill–Finchley
(East/Central/North)–Woodside Park

Route 5:

Pinner/Hatch End/Northwood–Stanmore–
Edgware–Totteridge

- By car, if necessary: Finchley 14 mins*; Shenley 19 mins*; Redbridge 36 mins
- After discussions with the local councillor, drop off will be on site to avoid congestion in local roads and for safety reasons.
- Car sharing: From January 2010 a part-time transport coordinator has been in post. They are responsible for putting parents from similar locations in touch with one another and promoting car sharing. In addition, JCoSS has established a facebook site for potential parents, which is already being used for this purpose.

*Travel times from JCoSS's three named feeder schools Akiva, Clore Shalom and Clore Tikva according to RAC Route Planner, in heavy traffic conditions



Bus routes to JCoSS

- 84 St. Albans - London Colney - Potters Bar - New Barnet Station
- 107 Edgware - Elstree - Borehamwood - New Barnet Station
- 184 Chipping Barnet - New Barnet - Arnos Grove - Turpin Lane Station
- 307 Brimsdown - Enfield - New Barnet - Arkley Hotel
- 326 Barnet - Whetstone - Woodside Park - West Finchley - Finchley - Hendon - Brent Cross
- 383 Barnet - Oakleigh Park - Torrington Park - North Finchley - Woodside Park Station
- 384 Barnet Hospital - High Barnet - Cockfosters

The School's catchment area

Postcode (area)	No of applicants
AL (St Albans, London Colney)	13
EN1-6 (Barnet, Enfield)	42
N6, N8, 10, 22 (Muswell Hill, Crouch End, Highgate)	24
N11, N14, N21 (Southgate, Friern Barnet, Winchmore Hill)	22
N12, N20 (Totteridge, Whetstone, Woodside Park, North Finchley)	29
N2, N3 (East and Central Finchley)	43
N4, N16 (Stamford Hill, Stoke Newington, Hackney)	12
HA2-6 (Pinner, Northwood, Harrow)	21
HA7-9 (Edgware, Stanmore)	47
IG, IL, RM (Essex)	21
NW7 (Mill Hill)	30
NW4, NW11 (Golders Green, Hampstead Garden Suburb, Hendon)	45
NW2,3,5,6 (Hampstead, Kilburn, Willesden)	8
WD23 (Bushey, Bushey Heath)	20
WD6, WD7 (Radlett, Borehamwood, Shenley)	40
Others:	11
Total:	428

The school will draw from a very wide catchment area of North London and South Hertfordshire:

These figures are compiled from the list of applicants completing a Supplementary Information Form and is indicative of where students may be travelling from.

School ethos and links to the STP

JCoSS is a school where:

- Teachers have high expectations of students work and behaviour
- Students will take control of their learning and life choices
- Students will be excited and inspired
- All students will be nurtured so that when they leave JCoSS they will be responsible and communally active young adults

- Therefore the School Travel Plan links to our ethos as it will encourage students to become more independent and have an understanding of the impact of travel on the environment and healthy lifestyles.

School travel related policies

Educational Visits. Includes a Policy on whether school visits will use public transport.

Community Use. Includes a Policy on activities out of school hours.

Home School Agreement. See appendix.

Health & Safety. Includes procedures for visitors, staff and students to enter and exit the school site.

School Prospectus. Includes a Travel Sheet in Prospectus. Sustainable travel is encouraged.

Car Parking Management Plan. See appendix.

School travel related activities

PSHE Curriculum-road safety. Sections will include personal safety on the streets and awareness on public transport.

Links to other initiatives

National Healthy Schools status. Aim to achieve by September 2011.

Journeys made during the school day – by staff and/or students

Peripatetic music teachers will visit the school every day

Head of catering and other catering staff

Cleaning staff

2. Survey results

JCoSS does not open until September 2010 and will conduct survey work by the end of October 2010.

Base-line hands up

Date

Number of students surveyed

Number absent

Percentage surveyed

Year 1 hands up

Date

Number of students surveyed

Number absent

Percentage surveyed

Type of travel	To school 0?	To school 0?	Prefer to travel 0?	Prefer to travel 0?
Car all the way				
Car share				
Park and stride				
Walk all the way				
Bicycle				
Bus				
Rail				
Other				

SEN students with a transport element in their SEN statement travel to school in the following ways:

Students in the PSRP will travel to school in the following ways:

Staff survey

Base-line hands up

Date

Number of staff surveyed

Percentage surveyed

Year 1 hands up

Date

Number of staff surveyed

Percentage surveyed

Type of travel	To school 0?	To school 0?	Prefer to travel 0?	Prefer to travel 0?
Car all the way				
Car share				
Park and stride				
Walk all the way				
Bicycle				
Bus				
Rail				
Other				

3. Travel problems and issues.

As the school is not yet open a full consultation will not be completed until end December 2010. Issues that have already been identified are

- Will only have Year 7 when the school opens. There will not be older siblings to support them when travelling to and from school.
- As a Faith School the students may be travelling from out of the area and may not know the area very well.
- There are other Secondary schools in the area that will be aware that the students are new to the area, to secondary school and go to a Faith School.

The following concerns have been raised by the local residents:

- Increased congestion at the beginning and end of the school day due to private car use
- Parents dropping off and picking up inconsiderately in local roads
- Increased traffic past Livingstone school at the beginning and end of their school day.
- Coaches using narrow local roads
- Students causing noise and disruption when walking through local roads

Issues from site visit:

- There will be no older siblings to support Year 7 students when travelling to and from school.
- Students being dropped off at New Barnet station will walk through a park to get to school.
- Times of Hopper bus 384 could coordinate better with the beginning and end of school day.

4. Consultation

We plan to complete these consultations after the school has opened and by the end of December 2010.

School community members	Consultation method/s	Evidence of consultation
Students	Survey / School Council Meeting	Survey results, graph. Minutes from meeting.
Parents/carers	Survey	Survey results, graph.
Staff	Survey	Survey results, graph.
Governors	Survey	Survey results, graph.
Residents	Newsletter and Website	Summary of communications.
Livingstone School	Meeting	Minutes from meeting.
Police	Meeting	Minutes from meeting.
Council	Meeting 28 th January 2010. Email communications.	Email.
Bus Company / TfL	Communications.	Summary of communications.

5. Objectives and targets

Objectives

1. To encourage walking and/or cycling to school;
2. To reduce the number of car journeys made at the beginning and end of the day;
3. To improve the safety of students on their journey to/from school;
4. To encourage greater use of public transport;
5. To explore curricular and extra-curriculum methods to promote road and transport safety awareness;
6. To improve the health of students and stakeholders.

Targets – These are predicted targets and will be revised when the hands up survey results are known.

T1 To increase the percentage of students travelling by bus to school by 5% by March 2011.

T2 To increase the percentage of students to 'park and stride' to school by 5% by March 2011.

T3 To increase the percentage of parents and staff travelling to school using a car sharing scheme by 5% by March 2011.

T4 To achieve 20%? increase (to be decided when hands up survey has been completed) in use of public transport by March 2011.

T5 To ensure that at least three areas of the curriculum incorporates sustainable travel and road safety by March 2011.

T6. To achieve the Healthy Schools Award by September 2011

Period action plan is valid for: from April 2010 to March 2011.

O2 O1-4 O1, O2, O4 O4 O4 O2, O4 O5 O2, O4 O1, O2, O4 O5 O1-4 O1-6	<ul style="list-style-type: none"> • A letter asking if they will use the private coach. • Provide information for travelling to parents and their children, on website and induction pack. • Display on induction evening showing kiss and drop locations. • Hand out information regarding Oyster passes at induction evening. • Provide bus maps and times, local cycle routes, free cycle training leaflets to hand out. • Suggest park and stride to induction evening to practice the walking routes. • Homework challenge before induction day to find alternative routes to school. Choose one for induction day. • On induction day ask students to mark on a map where they live with a coloured pin representing how they plan to travel in. • Staff handbook to include transport information. • Teaching resources as part of PSHE (upgrade). • Home school agreement to be completed by pupils and families (statement referring to the journey to and from school is included within the agreement). • 1st day response system set up and information collected at start of September term. 		<p>March 2010 June 2010</p> <p>June 2010</p> <p>June 2010 June 2010</p> <p>May 2010</p> <p>May 2010</p> <p>By September 2010 June 2010</p> <p>September 2010 By December 2010</p> <p>September 2010</p>	<p>STP Champion STP Champion</p> <p>STP Champion</p> <p>STP Champion STP Champion</p> <p>STP Champion</p> <p>Year 7 Coordinator</p> <p>Deputy Head Deputy Head</p> <p>Year 7 Co-ord Year 7 Co-ord</p> <p>Administrator</p>	
T3 T2	<p>Car use</p> <ul style="list-style-type: none"> • Car parking management plan to be reviewed at end of school year. • We will request parents do not come on site to collect students until 15 minutes before school finishes. 		<p>September 2011</p> <p>September 2010</p>	<p>STP Champion</p> <p>STP Champion</p>	
T3	<p>Car Sharing</p> <ul style="list-style-type: none"> • Introduce parents who live near each other who could 	N/A	By September 2010	STP Champion	

T3 T3 T3	<p>car share.</p> <ul style="list-style-type: none"> • Make parents aware of car sharing scheme on Facebook. • Giving parents a colour coded badge to wear on Parents Inductions Evening on 30th June 2010 to indicate what area they will be travelling from. • Introduce teaching and support staff who live near each other who could car share. 		<p>By September 2010</p> <p>By July 2010</p> <p>By September 2010</p>	<p>STP Champion STP Champion</p> <p>STP Champion</p> <p>STP Champion</p>	
T2 T2 T2	<p>Car drop off zone</p> <ul style="list-style-type: none"> • Produce a map showing possible drop off and collection locations. • Appear on website • Include within transport information in induction pack. 		<p>June 2010</p> <p>June 2010</p> <p>June 2010</p>	<p>STP Champion</p> <p>MarkComms Mgr Deputy Head</p>	
O4, T1 O4, T1, T4	<p>Buses</p> <ul style="list-style-type: none"> • To consult with TfL regarding the capacity and frequency of the 384 hopper bus. • Bus timetables in school office and maps showing routes. 		<p>July 2010</p> <p>September 2010</p>	<p>STP Champion</p> <p>STP Champion</p>	
O3 O6 O2 O2 O2 O2 O2 O2 O2	<p>Coaches</p> <ul style="list-style-type: none"> • Complete and submit Parking and Management strategy. • Find out if we need an escort on coaches. • Contact number of coach companies to find out costs, facilities and CRB. • Letter to parents asking if they want to use this facility. • Identify routes and decide pick up points. • Secure firm commitment to use of coaches. • Signed agreement with coach company. • Letter to parent's part way through year to see if there are any concerns or issues regarding travelling by coach. • Review and revise routes, pick up and drop off points in light of new intake. 	<p>Termly payment by parents</p>	<p>March 2010</p> <p>March 2010 March 2010</p> <p>March 2010</p> <p>April 2010 March 2010 By September 2010 March 2011 March 2011</p>	<p>STP Champion</p> <p>STP Champion STP Champion</p> <p>STP Champion</p> <p>STP Champion STP Champion STP Champion STP Champion</p> <p>STP Champion</p>	

O1	<p>Cycling</p> <ul style="list-style-type: none"> • Create cycling policy – can they cycle on school grounds, have they had cycle training, parents to sign agreement to check safety of their child’s bike and whether they wear a helmet. • Storage provided. • Shower facilities provided. • Promote cycle training to students and staff. • TfL Key Stage 3 cycling resources. Curriculum staff to consider possible use within each subject area. 		June 2010	STP Champion	
O1			September 2010	Site Manager	
O1			September 2010	Site Manager	
O1			Ongoing & by March ‘11	STP Champion	
O1			September 2010	Curriculum Co-ordinators	
O5	<p>Other curriculum areas</p> <ul style="list-style-type: none"> • Science - to include information about active travel as part of a healthy lifestyle. • Geography – consider the impact of travel on the local area. • PSHE – Road safety education. Apply for a theatre in education show from LBB road safety team. Invite the citizenship and initiative team from TfL to give presentation on travelling safely and respectfully. Community Security Trust Streetwise materials used to discuss personal safety. To recognise and manage risk and make safer choices about healthy lifestyles, different environments and travel. Personal safety on the streets and awareness on public transport. • PE – consider how active travel could be part of the curriculum. • Art & design – leaflet to be distributed to local residents • Educational visits – consider use of public transport for educational visits and include within school policy. • Display board with pin map to be updated end of year showing how the students are travelling to school. • Students to be appointed STP Monitors to assist with 		March 2011	Science Co-ord	
O5			March 2011	Geography Co-ord	
O5			March 2011	PSHE co-ord	
O5			March 2011	PE Co-ord	
O5			October 2010	Art Co-ord	
O5			September 2010	Educational Visits Co-ord	
O1, O2, O4 O1-O4			September 2010	STP Champion	

	displays, provide information to students on open evenings and induction days for future students. Liaise with residents and run competitions.		September 2010 through to March 2011	STP Champion	
O2	Special Resource Provision <ul style="list-style-type: none"> Minibus pick up points and routes to be co-ordinated if needed. 		September 2010	STP Champion	
O3 O3 O3	Police Liaison <ul style="list-style-type: none"> Advise contact of STP and expected routes of students at beginning and end of day. Meet up with contact at beginning of term. Contact safer transport police to make them aware of school opening and routes student will use. 		September 2010 September 2010 September 2010	STP Champion & Lauren Ott STP Champion & Lauren Ott STP Champion & Scott Grant	
	Funding <ul style="list-style-type: none"> Consider possible items of expenditure for the STP Capital Grant to be paid to school in July 2011. 		March 2011	Business Manager	
O1-O4 O1-O4 O1-O4 O1-O4 O1-O4 O1-O4 O1-O4 O1-O4 O1-O4	Promoting Travel Plan <ul style="list-style-type: none"> Appear on website. Policy folders to include STP. Assembly to inform students of STP. Newsletters to parents on different themes regarding STP termly. STP to be included in the SEF. Discuss and update school council termly. Include in School Improvement Plan. STP to be discussed at Governors meeting. A summary leaflet designed by students to be distributed to local residents. 		June 2010 & update by March 2011. September 2010 November 2011 Termly December 2010 Termly March 2011 March 2011 November 2011	MarkComm Mgr STP Champion STP Champion & Monitors STP Champion & Monitors Headteacher STP Champion & Monitors Headteacher Headteacher STP Champion & Monitors	

7. Monitoring and review procedures

Our first hands up survey will be in September 2010

A revised School Travel Plan will be submitted by March 2011

Our Annual Progress reviews will be in March 2012 and March 2013

Our full rewrite of the School Travel Plan will be completed in March 2014

The person responsible for ensuring the annual review and hands up surveys will be done is: Lara Samuels - STP Champion

When reviewing our School Travel Plan we will take into consideration any issues arising from new developments in education and transport since the original STP was completed.

8. Draft Travel plan approved by:

Role/name

Signed

Date

Head teacher

Chair of Governors

School Champion

School Travel Advisor

Deputy Director of Children's Services

Martin Baker

Director of Environment and Operations

Dorne Kanareck

Appendix

Student hands up survey form (to be completed when school is open)

Secondary - School Travel Plan - annual hands up survey

Form Tutor,

As part of the School Travel Plan process, schools are asked to find out how their students travel to school and how they would like to travel. This information is collected annually to monitor changing travel patterns. I would be grateful if you could spend a few minutes with your form asking them the following questions. Please ask them to choose only **ONE** method of travel for each question. If they use more than one of the methods below ask them to choose the one that covers the most distance. Thank you,

Alison Sharpe (School Travel Plan Coordinator)

Name of school

Year group Form Date

Number of students present Number of students absent

Question 1 – How do your students USUALLY travel to school?

	Walk
	Scooter, Skateboard, Roller Skates etc.
	Cycle
	Car/Van - passenger
	Car - driver
	Car Share (<i>with a child/children from a different household</i>)
	Park and Stride (<i>car part way and at least 5 minutes walk</i>)
	Park and Ride (<i>car part way and train or bus the rest</i>)

	Public service bus
	Dedicated school bus
	Taxi
	Train
	London Underground
	Other... if so, how?

Total

Please check that this totals the number of students present for the survey

Question 2 – How would your students PREFER to travel to school?

	Walk
	Scooter, Skateboard, Roller Skates etc.
	Cycle
	Car/Van - passenger
	Car - driver
	Car Share (<i>with a child/children from a different household</i>)
	Park and Stride (<i>car part way and at least 5 minutes walk</i>)
	Park and Ride (<i>car part way and train or bus the rest</i>)

	Public service bus
	Dedicated school bus
	Taxi
	Train
	London Underground
	Other... if so, how?

Total

Please check that this totals the number of students present for the survey

Question 3 – Do your students feel that their journey is safe?

Yes

No

Student hands up survey analysis

To be completed once school opens

Staff survey analysis

To be completed once school opens

Comments

To be completed once school opens

Questionnaire form

Name of School

Secondary Pupil School Travel Questionnaire

Date

Year Group Form

Are you male (m) or female (f)? m/f

Which road do you live in and what is the first part of your postcode (Eg N12)?

Road Postcode

Do you own a bicycle? Yes/no

1. How far is it from home to school by the route you usually use?

(Ask someone to help you if you don't know)

less than 1 mile

at least 1 mile but less than 2 miles

at least 2 miles but less than 3miles

at least 3miles but less than 5 miles

over 5 miles

2. How do you usually travel to school? (Tick 1 only please)

<input type="checkbox"/>	Walk
<input type="checkbox"/>	Scooter, Skateboard, Roller Skates etc.

	Cycle
	Car/Van - passenger
	Car - driver
	Car Share (<i>with a child/children from a different household</i>)
	Park and Stride (<i>car part way and at least 5 minutes walk</i>)
	Park and Ride (<i>car part way bus, train the rest</i>)
	Public service bus
	Dedicated school bus
	Taxi
	Train
	London Underground
	Other... if so, how?

3. How long does it take to get to school by this method? (Average time in minutes)

less than 10 minutes	<input type="checkbox"/>	between 10 and 20 minutes	<input type="checkbox"/>
between 20 and 30 minutes	<input type="checkbox"/>	between 30 and 60 minutes	<input type="checkbox"/>
longer than 60 minutes	<input type="checkbox"/>		

4. Who do you usually travel with?

On your own	<input type="checkbox"/>	With an adult	<input type="checkbox"/>
With other children	<input type="checkbox"/>	With an adult and children	<input type="checkbox"/>

5. If you go to school by car, how many other children are usually in the car as well?

6. How do you usually travel home from school?

	Walk
	Scooter, Skateboard, Roller Skates etc.
	Cycle
	Car/Van - passenger
	Car - driver
	Car Share (<i>with a child/children from a different household</i>)
	Park and Stride (<i>car part way and at least 5 minutes walk</i>)
	Park and Ride (<i>car part way bus, train the rest</i>)
	Public service bus
	Dedicated school bus
	Taxi
	Train
	London Underground
	Other... if so, how?

7. Who do you usually travel with on your journey home?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

On your own

With an adult

With other children

With an adult and children

8. If you go home *from school* **by car**, how many other children at your school are usually in the car as well?

9. If **you** could choose, how would **you like to** travel to and from school?

	Walk
	Scooter, Skateboard, Roller Skates etc.
	Cycle
	Car/Van - passenger
	Car - driver
	Car Share (<i>with a child/children from a different household</i>)
	Park and Stride (<i>car part way and at least 5 minutes walk</i>)
	Park and Ride (car part way bus, train the rest)
	Public service bus
	Dedicated school bus
	Taxi
	Train
	London Underground
	Other... if so, how?

Why do you not travel to school using this method?

.....

.....

.....

10. Do you consider your journey to and from school to be safe?

Yes

No

If you said 'No', please say why, in detail...

.....

.....

.....

.....

How could your journey be made safer?

.....

.....

.....

.....

11. Have you ever been bullied, threatened or scared on your journey to or from school?

Yes

No

If you said 'Yes', Please say what happened...

.....
.....
.....

Now, please draw on the map on the back of this page:

- The way you go to school in red
- The way you go home in blue – but only if you use a different route
- Mark any places where you think your journey is dangerous with an **X**.

If you travel by bus or car:

- Mark where you are dropped off in the morning with a circle



- Mark where you are picked up in the afternoon with a triangle



If where you live is not on the map, please still show the part of your journey to and from school that is on the map.

Thank you for your help

Parents/Carers' School Travel Questionnaire

Your child's school has decided to develop a School Travel Plan to improve the health and safety of the pupils as they travel to and from school and to encourage more sustainable travel, such as walking to school. Even if you have to travel by car, there are other options such as car sharing or setting up a 5 minute walking zone around the school. These are issues that will be looked at when writing the travel plan.

In the mean time, it is essential that we collect as much information as possible about your child's journey to and from school and so ask you to fill in this questionnaire.

1. Which road do you live in and what is the first part of your postcode (e.g. N12) ?

.....

2. How does your child usually travel to and from school?

	Walk
	Scooter, Skateboard, Roller Skates etc.
	Cycle
	Car/Van - passenger
	Car - driver
	Car Share (<i>with a child/children from a different household</i>)
	Park and Stride (<i>car part way and at least 5 minutes walk</i>)
	Park and Ride (<i>car part way and public transport the rest</i>)
	Public service bus
	Dedicated school bus
	Taxi
	Train
	London Underground
	Other... if so, how?

3. How long does it take to get to school by this method? (Average time in minutes)

less than 10 minutes

between 20 and 30 minutes

longer than 60 minutes

between 10 and 20 minutes

between 30 and 60 minutes

4. Would you prefer your child to travel to and from school in a different way to how

they are currently travelling?

yes

no

5. If you answered 'yes' how would you like them to travel?

	Walk
	Scooter, Skateboard, Roller Skates etc.
	Cycle
	Car/Van - passenger
	Car - driver
	Car Share (<i>with a child/children from a different household</i>)
	Park and Stride (<i>car part way and at least 5 minutes walk</i>)
	Park and Ride (<i>car part way and public transport the rest</i>)
	Public service bus
	Dedicated school bus
	Taxi
	Train
	London Underground
	Other... if so, how?

6. Why don't they travel that way currently?

.....

7. From the list below tick your three most important concerns regarding travelling to and from this school?

- Speed of traffic near the school
- Inconsiderate parking by parents / carers
- Traffic congestion in school area

- Lack of suitable crossing points
- Lack of parking places
- Lack of suitable footpaths
- Pupils have insufficient road safety skills
- Other – please specify

8. Please use the box below to let us know any other views or comments you have on travelling to and from your children's school.

Please return this form to the school within one week of receipt, if at all possible.

Thank you for your time and co-operation in completing this questionnaire.

Student STP questionnaire analysis

To be completed once school opens

Parent/carer STP questionnaire analysis

To be completed once school opens

Additional evidence

JCoSS Home-School Agreement



The inclusive values of JCoSS, the Jewish Community Secondary School, shine through all that we do. We promote excellence in all of our students, working with children and parents to ensure that every child realises their own unique potential. Children will leave JCoSS as responsible and communally active young adults, numerate and literate, and with a love for learning and for their identity as proud British and Jewish citizens. Our curriculum and our Jewish Education programme, both inside the classroom and beyond, encourages all of our children to make informed choices about the lives they wish to lead.

	As a Student, I will	As a Parent/Carer, I/we will	As a School, we will
Ethos	Respect and care for the School and the local community. Respect the Jewish beliefs and practices of the whole JCoSS family. Follow all requests at the first time of asking. Keep hands and hurtful comments to myself. Respect the rights and property of others.	Support and celebrate the school's ethos of inclusivity, and respect the Jewish beliefs and practices of others. Support the school's Behaviour Policy and avoid criticising the school in front of children.	Ensure that the Jewish beliefs and practices of the community are taught in an inclusive and respectful way. Provide a safe and positive learning environment. Set clear expectations for behaviour, punctuality and attendance.
Learning	Be actively involved in all aspects of school life. Work to the best of my ability.	Attend events and parents' evenings where relevant. Help my child to learn.	Provide an inclusive, broad and balanced education, incorporating both the National Curriculum and an extended programme of Jewish Education.
Beyond the Classroom	Respect and represent the school with pride, decency and integrity at all times, including on the journey to and from school.	Encourage my child to be a thoughtful, moral and proud member of the JCoSS and wider community.	Provide a range of activities which enhance and develop learning beyond the classroom. Provide guidance to children.
Home learning and equipment	Work hard and do home learning the night that it is set (not the night before it is due in). Wear the correct uniform and have the correct kit and equipment.	Support children with their home learning and sign the Link Book weekly. Ensure that my child leaves home with the correct uniform and with kit/equipment.	Set and mark home learning regularly. Ensure classrooms are equipped and resourced.
Attendance and Punctuality	Be punctual to school. Attend school to the best of my ability.	Ensure that my child attends school punctually and regularly (and inform the school of any absences). Request any 'known absences' in advance wherever possible.	Inform parents of any unexplained absences and provide attendance figures on request and in reports.
Communication	Speak to my form tutor or another member of staff if I have a difficulty. Ensure that all communications are taken home.	Inform the school via the Form Tutor about all relevant matters of concern at the earliest opportunity.	Ensure that parents and carers receive regular reports on student progress via formal reports, letters, newsletters, ICT, face-to-face meetings. Provide clear information, guidance and encouragement to students regarding progress and attainment through written reports, shared targets and coaching and other opportunities. Respond to parental concerns and communications promptly and effectively.

Signed

(Student)

(Parent)

Jeremy Stowe-Lindner
(Headteacher)

Mike Grabiner
(Chair of Governors)

Date:

JCoSS Barnet Jewish Community School – Activity Management Plan

March 2010

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1. Introduction

1.1 This report summarises the work that has been undertaken to discharge Condition 20 as set the London Borough of Barnet Draft Planning Permission Conditions (ref: N02587K/07).

1.2 In summary the condition is as before.

Condition 20

Prior to the occupation of the school an Activities Management Plan to manage events on school premises outside of term time and core school hours shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of residential amenity and pedestrian and highway safety and the free flow of traffic.

1.3 This report has been preceded by discussions with officers Local Planning Authority

Background

1.4 The proposed development will comprise of a range of educational uses to include the Jewish Community Secondary School with a Special Resources Provision (PSRP).

1.5 The school will also provide some ancillary uses that will be available to the community outside of school term time and core school hours.

1.6 JCoSS community and sports facilities will attract users from the wider community as well as the local community.

Report contents

1.7 This report is arranged in three chapters following this introduction:

- Chapter 2 outlines the Transport Assessment and the Activities Management Plan;
- Chapter 3 outlines the management plan, looking at the following:
 - Community and sports facilities;
 - Pedestrian and cyclist access;
 - Public transport;
 - Vehicle access;
 - Car parking provisions; and
 - Activities management.
- Chapter 4 provides the conclusions and summary.

2. Plan Context

JCoSS Transport Assessment

2.1 Arup consultancy undertook a Transport Assessment (TA) for JCoSS Jewish Community Secondary School. The TA addresses a number of transport issues associated with the proposed community and sports facilities including:

- A description of the community and sports facilities that will be available outside of school term time and core school hours;
- Likely trip demands arising from the community and sports facilities;
- The likely impact of the community and sports facilities; and
- Access and parking provisions

Activities Management Plan

2.2 The Activities Management Plan (AMP) sets out proposals to manage community and sports events on the school premises outside of term time and core school hours.

2.3 The AMP takes into consideration the interest of residential amenity, highway and pedestrian safety and the free flow of traffic.

2.4 The information used to develop the AMP was sought from the Transport Assessment that was prepared by Arup Consultancy. It is vital that the information is consistent with Arup's proposals as to ensure success of the AMP.

3. Management Plan

Introduction

3.1 The Activities management Plan looks at what the school facilities have to offer the local community outside school hours and how to manage the activities ensuring that the interests of local amenity, pedestrian and highway safety and the free flow of traffic are taken into consideration.

Community and Sports Facilities

3.2 The development will provide some ancillary uses that will be available to the local community, including:

- Music rooms
- Art and dance studios
- All weather pitches/sports facilities.

3.3 During term time the facilities will be used by JCoSS pupils during the school day, but are available to the community at the following times.

Monday to Friday – 18.00hrs to 21.00hrs

Saturday and Sunday – 0900hrs to 22.00hrs

During school holidays the facilities will be available to the community at the following times:

Monday to Sunday – 09.00hrs to 22.00hrs

Pedestrian and Cyclist Access

- 3.4 Pedestrians can access the development at both the main school access (JCoSS driveway) and the proposed access off Westbrook Crescent. Cyclists will access the development via the access off Westbrook Crescent or the driveway to the north of the development. Access from Westbrook Crescent will have pedestrian footways and cycle-ways connecting to the internal road.
- 3.5 Off-site improvements such as an introduction of a new zebra crossing arrangement at East Barnet/Victoria Road junction will ensure a safe environment for people walking to the school grounds. Pedestrian/cyclist crossings will be provided at the main pedestrian & cyclist/vehicle conflict points within the site, where vehicles will have to give way.
- 3.6 To improve the safety of pedestrians and cyclists accessing the school site, speed humps will be provided on the access road and the internal circulatory road to ensure vehicles speeds are controlled.
- 3.7 Cycle parking facilities will be provided to encourage visitors to cycle to the school and sporting facilities. The school will provide, when full, 166 cycle stands close to the school building. The cycle stands will be covered to protect cyclists and the cycles from adverse weather. Cycle parking will also be close to the security hut, helping to deter theft. Secure lockers for clothing and equipment and showers will be available for all cyclists to use.

Public Transport

- 3.8 The proposed development is located in the London Borough of Barnet with a variety of public transport services within walking distance of the site.
- 3.9 The main line railway station is provided at new Barnet approximately 950m from the site and provides regular services to and from Central London and North London
- 3.10 Cockfosters Underground Station is approximately 1500m from the site and provides regular services to the Piccadilly Line. The Piccadilly line provides good accessibility for visitors from Central London and other Underground lines.
- 3.11 One bus service (route No. 384) regularly stops directly outside the pedestrian entrance on Westbrook Crescent. This bus service operates as a Hail and Ride provide for the local community with bus stops at and shelters provided at regular intervals including East Barnet Road in the vicinity of New Barnet Station.
- 3.12 Bus services that provide access to the wider community provide regular service to East Barnet Road approximately 950m from the site.
- 3.13 Visitors will walk to the development from the public transport stops using existing pedestrian facilities linking into the proposed pedestrian facilities within the site. Off-site improvements such as an introduction of a new footpath along the western side of Castlewood Road and a new zebra crossing arrangement at East Barnet/Victoria Road junction will ensure a safe environment for visitors walking to the site from the public transport stops. Pedestrian crossings will be provided at the main pedestrian/vehicle conflict points within the site, where vehicles will have to give way.

Vehicle Access

- 3.14 Vehicles can gain access along the driveway to the north-east of the site via Westbrook Crescent. The driveway will have two-way traffic flow. The driveway will link to the proposed internal one-way system around the all-weather pitches.
- 3.15 The driveway will be controlled close to the school with a dedicated security gate to control vehicle entry onto the site. Other provisions such as speed humps will be provided on the driveway and the internal circulatory road to ensure vehicles speeds are controlled improving the safety of pedestrian and cyclist accessing to the site.

Parking Provision

- 3.16 The maximum car parking provision for the proposed development of 93 car parking spaces. The number of spaces is based on the car parking demands during JCoSS school opening hours. The Transport Assessment assesses the likely trip generation for the schools community and sports facilities. As outlined in Arup's Transport Assessment, the community and sports facilities will not attract more than 50 cars at any one time.
- 3.17 Therefore there will be ample parking spaces provided for community use and this will ensure that all users will have no difficulty parking and this will also defer users from parking on residential streets in the vicinity of the development. Parking will also be free of charge, and the school access will be controlled by JCoSS security staff ensuring that the only vehicles entering the site are for the purpose of using the community and sports facilities.
- 3.18 Temporary additional parking can be provided in the event of a theatre production where car demands might exceed the maximum 90 spaces. Temporary parking can be allocated on either side of the school drop off area and along side the school driveway. This also will defer users from parking on residential streets in the vicinity of the development.
- 3.19 JCoSS security staff have the authority to direct traffic, regulate entry to the school grounds and exercise control over parking ensuring safety for non car users within the site.

Evening Use

- 3.20 JCoSS will be open to JCoSS parents for two parents' evenings per year group per year, and an average of 4 school productions per term.
- 3.20.1 JCoSS will host Governors meetings and other administrative events for 6-20 visitors for an average of one meeting per week.

Activities Management

- 3.22 Community and sports facilities will be available for hire on an hourly basis. This gives JCoSS management the opportunity to manage the events efficiently ensuring short stay parking, lower parking numbers and the free flow of traffic in and around the site.
- 3.23 JCoSS management will be responsible for the general operation of community facilities. This includes arranging timetables for all the activities, organizing, advertising and promoting special events. JCoSS management will ensure that the occurrence of special events (i.e. theatre production event) will be organized to suit the parking facilities of the development and that no overspill parking will occur on residential streets in the vicinity of the development.

Letter to Mrs Dowling regarding buses

Dear Mrs Dowling

Re: Buses on JCoSS site and planning condition 42

This letter is formally to request the support of the London Borough of Barnet to enable JCoSS to bring private school buses directly onto the school site in its first couple of years.

Such an approach will, I believe, provide a number of important benefits to the local community:

1. The more we can encourage the uptake of buses in the first couple of years the fewer private car journeys will be necessary through the local streets. My concern is that, while only younger students are attending the school, parents will not be willing to see them walk the last 500 yards from Mount Pleasant or New Barnet Station and will instead drive them to the school themselves. However, as long as buses come right onto site, parents will be happy and one 33 seater coach could replace 25 or more private car journeys.
2. The use of buses will greatly reduce congestion on the local roads, as well as CO2 emissions
3. Residents have previously expressed concern about lorries parking around Mount Pleasant and, given how few coaches might be involved (maybe one 33 seater and two minibuses), they will be less disruptive waiting on site. This will also keep the children from making noise in nearby roads.

From our own point of view, we regard an on-site drop off in our first couple of years as extremely important for the safety of our first students. In Years one and two our oldest students will be no more than 13. It will not be until Year 3 that there will be older students around to provide informal supervision and protection. What's more, with only 180 children in our first year and 180 more in year two, students will not have the 'safety in numbers' that will be available as we grow. I am particularly keen to ensure that everything is done to deter younger children from walking across the park, which could be dangerous for them and also for local residents.

In terms of mitigating any concerns which local residents might have, it is worth bearing in mind that until our third year there will be considerably fewer students and staff attending the site than at present (180 and then 360 as against 480). What's more, it has become apparent to us that many of the current sixth formers drive themselves to school and this will self-evidently not be the case with our students.

We emphasise that this request is purely during the transition period while JCoSS builds up its numbers and we will review the arrangements each year, and especially after Year two when our numbers finally pass those currently using the site.

Councillor Rams has indicated his support of this proposal as a practical and sensible way forward. We hope you will share his and our judgment that this strategy will be the least disruptive to local residents, most effective at reducing any congestion and also most effective in minimising CO2 emissions.

Thank you for considering this.

Best wishes,

Jeremy Stowe-Lindner
Headteacher

Letter and questionnaire to parents regarding transport

Dear Parents/Carers

March 2010

School Travel and Coach Questionnaire

As part of our preparations for welcoming our first intake to JCoSS, we are developing a School Travel Plan, with the aim of making sure the right provision is in place, ensuring the health and safety of our students and encouraging more sustainable travel.

As you may be aware, we are organising coaches for the morning and afternoon journeys to and from JCoSS. These will be private coaches and there will be a charge, likely to be in the region of £6 - £9 per day, depending on numbers of students travelling on route. We need to know how many children to cater for on each of our routes to school. The possible routes are as follows but can be amended depending on demand:

Route 1	Golders Green – Hendon – Mill Hill
Route 2	Ilford – Palmers Green – Southgate
Route 3	Bushey – Radlett – Borehamwood – Elstree
Route 4	Crouch End – Highgate – Muswell Hill – Finchley (East/Central/North) – Woodside Park
Route 5	Pinner/Hatch End/Northwood – Stanmore – Edgware - Totteridge

Please will you let us know if you would like your child to travel to and from JCoSS by private coach. This information is very important so that we can finalise routes, coach sizes and charges.

We do not encourage driving, except when transporting students with recognised special needs. Where public transport is not possible, we encourage the use of car sharing. Please complete the form below if you are interested in car sharing and we will match you with other parents by phone or email.

You may also wish to consider a 'Park and Stride' approach, finding a suitable location 5 minutes' walk from the school for drop off in the morning and collection in the afternoon. Better health and reduced journey times are two advantages of this system! Alternatively, it will be possible to drop students on the school site. If you wish to do this, please indicate on the enclosed form and we will issue you with a permit.

In the mean time, it is essential that we collect as much information as possible about your child's planned journey to and from school and so ask you to fill in and return this questionnaire by 9th April 2010. Please do not hesitate to contact the school office if you have any questions or concerns.

Yours sincerely



Mrs Lara Samuels

Travel Officer

School Travel and Coach Questionnaire

Child's Surname..... Forename..... Date of Birth.....

Parent's Surname..... Title..... Forename.....

Mobile telephone..... Other telephone.....

Email.....

1. **Please state the name of your road and your full postcode.....**

2. **How do you intend your child to travel to and from school? Please tick as appropriate**

A.M.	P.M.	
		Walk
		School Coach
		Scooter, Skateboard, Roller Skates etc.
		Cycle
		Car/Van - passenger
		Car Share (<i>with a child/children from a different household</i>)
		Park and Stride (<i>car part way and at least 5 minutes' walk</i>)
		Park and Ride (<i>car part way and public transport the rest</i>)
		Public bus
		Taxi
		Train
		London Underground: please indicate which station.....
		Other... if so, how?

3. **If your child will be travelling to and from JCoSS by private coach please indicate which route they will take:**

Route 1 / Route 2 / Route 3 / Route 4 / Route 5 (please circle)

a. Which area along the route would your child take the coach from?

.....

b. If the route can be amended, what area would be more suitable for your child?

.....

4. If you are interested in car sharing please complete this part of the form and we will put you in contact with other parents/carers.

I could offer a car share to: 1 / 2 / 3 / 4 / more passengers (Please circle number of <i>extra</i> places you have in your car)
I cannot offer a car share to any passengers, but I would like to contact other JCoSS parents participating in the car sharing scheme - please tick <input type="checkbox"/>
I consent to the school giving my contact details as given above to other JCoSS Parents for the purposes of arranging car sharing
Parent's Signature..... Date.....

5. If you would like to drop off / collect your child from the JCoSS site please tick here to apply for a pass.

Office Use Only:

Date rec'd	Init:	Route No	Other	D/b <input type="checkbox"/>	C/m <input type="checkbox"/>	PP: <input type="checkbox"/>
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JCoSS Barnet Jewish Community School

Car Parking Management Plan – Condition 5

March 2010

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Introduction

Condition 5

“Before the development hereby permitted commences a Car Parking Management Plan shall be submitted to and agreed in writing to the Local Planning Authority”.

Reason: “To ensure that the parking is provided and managed in line with the council’s standards on the interest of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet’s Adopted Unitary Development Plan 2006”.

Discussions with officers at London Borough of Barnet were undertaken prior to the commencement of work on this Car Parking Management Plan (CPMP). The structure and contents of the CPMP was agreed in principle.

Parking Proposals

Car Parking Proposals

Car parking proposals are in accordance with London Plan parking standards. Maximum parking standards are given according to the land use type. As detailed in Arup’s Transport Assessment, the development will provide 93 car parking spaces plus four designated spaces for the mobility impaired. The school will provide 83 cycle stands providing, when full, 166 spaces close to the school building. Secure lockers for clothing and equipment and showers will be available for all cyclists to use.

The parking assessment in the Transport Assessment was based on the following:

- JCoSS facility – 1260 pupils (estimated 50 pupils older than 17 years) and approximately 100 staff;
- PSRP – 49 pupils and 25 staff; and
- Community Use

Car Parking Management Plan

The key objectives of the CPMP are to ensure that:

- Car parking proposals are safe for all users, particularly those at greater risk i.e. pedestrians and cyclists;
- There is safe and suitable access for all road users (including pedestrians) to the school;
- The school parking is provided in accordance with the London Plan Parking Standards, which will encourage other modes of travel; and
- Car parking management proposals are put in place to encourage single car occupancy users to understand that there are alternative ways of travelling other than the single occupancy car travel.

School Travel Plan

This Travel Plan is based on the findings of the Transport Assessment that was undertaken for JCoSS. The Travel Plan seeks to implement a comprehensive set of measures aimed at achieving a decrease in single occupancy journeys by car, towards more sustainable forms of transport, such as walking, cycling and public transport.

The key objectives of the School Travel Plan are to:

1. To encourage walking and/or cycling to school;
2. To reduce the number of car journeys made at the beginning and end of the day;
3. To improve the safety of students on their journey to/from school;
4. To encourage greater use of public transport;
5. To explore curricular and extra-curriculum methods to promote road and transport safety awareness;
6. To improve the health of students and stakeholders.

Monitoring and Review

The Travel Plan for the school will play an important role in the development of the CPMP and as shown above, there is a significant over-lapping of key objectives. In order for the proposed development to meet the key objectives, both the CPMP and the Travel Plan need to work in close cooperation.

It is recommended that the School Travel Plan Champion will have the responsibility for the management of both the Travel Plan and the CPMP. The CPMP is an appendix of the STP, The CPMP is to be regularly monitored and should be reviewed on an annual basis by the School Travel Plan Champion and JCoSS Management.

Safety

Introduction

This section deals with highway and pedestrian safety and parking provisions, ensuring that the parking is provided and managed in line with the council's standards, as outlined in Condition 5 (see Chapter 1).

The access routes and the site layout are provided in line with the council's standards in the interest of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet's Adopted Unitary Development Plan 2006.

London Borough of Barnet's UDP Policies

The Policies are as follows:

- M11 – "Safety of Road Users; the council will ensure that the safety of road users, particularly those at greater risk, is taken fully into account when considering development proposals";
- M13 – "Safety Access to the New Development; the council will expect developers to provide safe and suitable access for all road users (including pedestrian) to new developments"; and

- M14 – The council will expect developments to provide parking in accordance with the London Plan parking standards.

Highway and Pedestrian Safety

Particular consideration has been given to the planning of the access route and site layout, ensuring that all road users can travel to and from the school in safety. The design has taken into account all road users, in particular, the vulnerable road users i.e. pedestrians and cyclists. The following sections deal with safety for the following:

- Pedestrian and cyclist;
- Public transport;
- Vehicle access; and
- Parking provisions.

The site layout is illustrated in Appendix A. It shows all pedestrian and cyclist facilities along with vehicle access and parking provision.

Pedestrians and Cyclists

Pedestrians can access the development from both the main school access (JCoSS driveway) off Castlewood Road and the pedestrian and cyclist access off Westbrook Crescent. This access point will have pedestrian footways and cycle-way's connecting to the internal road. Vehicles may only use the JCoSS driveway.

Off-site improvements such as a new zebra crossing at East Barnet/Victoria Road junction will ensure a safe environment for people walking to the school. Pedestrian/cyclist crossings will be provided at all vehicle conflict points within the site, where vehicles will have to give way.

To improve the safety of pedestrians and cyclists accessing the school site, speed restriction measures will be provided on the access road and the internal circulatory road to ensure vehicles speeds are controlled.

Pedestrian & cyclist safety will also be incorporated through training, information, campaigns and initiatives.

Cycle parking facilities will be provided to encourage staff and pupils to cycle to the school. The school will provide 83 cycle stands providing, when full, 166 spaces close to the school building. The cycle stands will be covered to protect cyclists and their cycles from adverse weather. Cycle parking is positioned by the security hut, helping to deter theft. Secure lockers for clothing and equipment and showers will be available for all cyclists to use.

Public Transport

It is proposed that the dedicated school coaches/mini buses will access the main school area on a daily basis for the first two years and to be reviewed thereafter.

Coaches will also access the main school site for occasional visits such as sports teams or for JCoSS pupils being transported to a remote location from the school for arranged trips or sports events. This will be short term parking and will be provided on the western side of the all weather sports pitches close to the school. Pupils can gain access to the coaches without any conflicts with moving traffic.

Vehicle Access

Vehicles can gain access along the driveway to the north-east of the site via Castlewood Road. The

driveway will have two-way traffic flow. The driveway will link to the proposed internal one-way system around the all-weather pitches.

The driveway will be controlled close to the school with a dedicated security gate to control vehicle entry onto the site. A turning area will be provided close to the security gate to allow vehicles that are not permitted to enter the school to exit without obstructing other waiting vehicles. Other provisions will be provided on the driveway and the internal circulatory road to ensure vehicles speeds are controlled improving the safety of pedestrians and cyclist accessing the site.

There is a dedicated drop-off area to the south of the football pitches enabling parents to stop their vehicles temporarily and off-load their children in safety. A footway is provided where children can safely walk to the school entrance.

There will be a separate drop-off area for the PSRP to ensure the vehicle movements are away from the general JCoSS movements should this be necessary for some students. There will be sufficient disabled spaces available and there is also a dedicated turning area so vehicles can manoeuvre without obstructing other waiting vehicles.

Parents who decide to drop their children off at school must use the designated drop-off area. All pupils and parents will be advised not to use Westbrook Crescent as a drop off area. Parents will be advised during the pupil enrolment into the school, during parent/teacher meetings and at the start of every school year. Any parents who are found to be using Westbrook Crescent will be issued with a written warning from JCoSS Management outlining the schools policy for dropping off/collecting pupils.

A dedicated loading bay will be provided for both JCoSS and PSRP away from the main school entrance and close to the areas where deliveries will be required (kitchen and main teaching areas). All servicing will take place outside the peak periods when school begins and finishes. This will eliminate any pedestrian/cyclist and service vehicle conflicts on-site.

Parking Provision

The availability of parking at their destination has been identified as a significant factor in influencing people's travel choice. Parking shall be provided in line with the council's standards in the interest of encouraging sustainable travel in accordance with Policy M14 London Borough of Barnet's Adopted Unitary Development Plan 2006. Policy M14 states, "the Council expects development to provide parking in accordance with the London Plan Parking Standards".

The majority of parking provision for the proposed development is required for staff and pupils over the age of 17, but the focus of attention is on child safety.

Section 5.17 of the London Plan Parking Standards outlines that "in respect of parking provision for the non-residential education":

- "Travel plans, safe routes to school programmes etc... play an important role"
 - . The travel plan intends to promote the drive to reduce car usage (reducing parking demand), by increasing the number of staff and students walking and cycling to school and using public transport. The other objective of the Travel Plan focuses on improving the safety of the site for the students and staff.
 - The travel plan is regularly monitored and is reviewed on an annual basis by the appointed School Travel Plan Champion.

- The school will liaise with London Borough of Barnet, to discuss the opportunities of enhancing the existing local infrastructure to introduce a Safe Routes to School scheme.
- “Segregation of vehicle and pedestrian/cyclist movements on site”
 - Pedestrian/cyclist crossings are provided at the main pedestrian and cyclist/vehicle conflict points within the site, where vehicles will have to give way.
 - The Westbrook Crescent access will have pedestrian footways and cycle lane’s connecting to the internal road.
- “Safe and convenient dropping-off/collection areas for vehicles”
 - Dedicated drop-off area enabling parents to stop their vehicles temporarily and off-load their children in safety. A footway is provided where children can safely walk to the school entrance.
- Any overspill parking for uses outside the school day should be accommodated through the use of dual purpose surfaces”
 - Temporary additional parking can be provided when demand exceeds the maximum parking spaces provided outside the school day i.e. in the event of a theatre production.
 - Additional parking can be used on either side of the school drop-off area and the 2.1m landscaped parking strip that is provided on the southern side of driveway.
 - The car park will be supervised by security staff and car park attendants and they are responsible for enforcing the parking regulations, under the direction of the security manager.

Vehicle Parking Policy

Introduction

The development of the CPMP is key to sustainable travel. The plan is designed to encourage sustainable travel choices, and ensure that traffic and travel to and from the school grounds is undertaken in an environmentally responsible manner.

By introducing a parking policy and preventing unauthorised use along with promoting sustainable alternatives, it ensures that transport and environmental impacts, associated with school activities is kept to a minimum.

The main aims of the parking policy are to:

- Discourage one-person car commuting, where reasonable alternatives are available;
- Enhance surveillance;

- Control and management of all vehicle parks through sanctions, for breach of the rules specified in this policy.

Transport issues, particularly in relation to car parking, are of great interest to staff. The new policy will ensure that resources for car and other vehicle parking are used to maximum efficiency, and will be as fair as possible to all staff.

Implementing the CPMP

The school will start with one year group and will grow by one additional year group each school year. The demand for parking for the first year will be small and during this period JCoSS can monitor and learn from any mistakes made and put the CPMP to best practice. It is proposed to introduce a charge for parking permits for the single car user. All other parking permits will be free of charge. The CPMP is effectively a living document with regular monitoring and will be reviewed on an annual basis by the School Travel Plan Champion. Regular monitoring, reviews and target setting will ensure that the CPMP is fit for purpose.

The following sections in this chapter outline the parking policy that will be adopted for the first school year. The School Travel Plan Champion will conduct a full review of the CPMP at the end of year one and will report to JCoSS Management who will monitor the progress made on implementing the proposed CPMP and then review the plan's effectiveness.

Permits

A permit will be required for anyone wishing to use the car park. Permits are to be charged for single car users, except for visitors. Permits will be issued, subject to approval, during the summer for use from the first school day.

Allocation of Permits

Disabled drivers (Blue Badge holders) and registered car share users will automatically qualify for a permit. Should demand for spaces outweigh supply, permits will be allocated based on need.

Permits will not be required for motorcycles or bicycles but these must be parked within the designated areas. Motorbikes cannot occupy a car parking space. Visitors and car share users will have access to reserved parking spaces. There will be no designated spaces for any member of staff, other than for Blue Badge holders. Spaces may on occasion be reserved for temporarily disabled staff or students, and also for visiting groups. These will be cordoned off by security staff as required.

Permits will be issued for a thirteen month period from September and will be valid from 07:00 to 18:00 Monday to Friday.

Parking outside these times will not require a permit, however all vehicles without a permit must be removed before 7am on weekdays. Vehicles left in the car park for more than ten days without an appropriate permit on display will be removed, and the cost for removal accrued to vehicle owner as defined by DVLA.

All permits will be subject to annual review and will be re-applied for in March/April of each year.

Mobility Impaired Permits

JCoSS Secondary School is committed to ensure that people who have mobility impairments have every possible assistance in accessing the school premises for the purpose of academic study and employment.

Parking bays for users of both the main school and the SRU facility who have mobility impairments will be located as near as possible to the most appropriate entrance of the buildings, having due regard for:

- Restriction and directives of current legislation;
- The health and safety of persons who have mobility impairments and other users of the premises; and
- The numbers of people requiring to use the facilities.

There is no limit on the number of parking bays allocated for people who have mobility impairments, but the allocation will, as a minimum, comply with relevant legislation. Wherever possible, new members of staff or new students who have registered mobility impairments should be identified prior to commencing employment or study, and should indicate requirement for parking space. Individuals who have temporary mobility impairments will be issued with a temporary permit on an assessed basis, depending on the needs of the individual. Those entitled to use the designated parking facilities for people who have mobility impairments will be issued with a parking permit.

Permits issued are for the benefit of the person who has the mobility impairment only and are not transferable. Visitors to the school displaying a valid Blue Badge on their vehicle will be accorded free parking in an available designated bay or alternatively the nearest suitable parking bay to the relevant building entrance point.

Car Share Users

As part of CPMP JCoSS's commitment to reducing the impact of vehicular access to the school on the local and global environment, JCoSS will develop a car sharing scheme. Its aims are to;

- Reduce the impact of single car occupancy on the local environment;
- Offer staff an alternative to lone driving wherever possible; and
- Utilise the schools limited car parking resources as efficiently as possible.

When permits are allocated, priority will be given to those who choose to car share. Car sharing is defined as when two or more registered drivers share the journey to and from school by car.

Each car share user will be given a permit (display token) to display in their vehicle. JCoSS staff will check vehicles regularly..

To encourage car sharing JCoSS will provide access to a facility that can be used to find a match from all registered staff. This facility can be used to identify members for a car share team permit

or for informal car sharing arrangements.

Family Commitment

Consideration will be given where it is essential for a member of staff to transport a young child or children to nursery/school, and there is no alternative means other than the car. Parents are encouraged to support school travel plans if at all possible, e.g. using flexible working to take part on a walking bus rota etc. Consideration will also be given to those with care responsibilities of a dependant adult relative. Permits will be allocated by a cumulative points system, which should mean that those in the greatest need will be most likely to qualify for a permit.

Visitors and Short Stay Permits

All other visitors must report to the security check gate where they will be issued with a short stay visitor's pass which must be clearly displayed on their vehicle. This entitles the visitor to park in an allocated visitor parking space. If no visitor spaces are available, alternative arrangements will be made.

Permit Costs

The revenue raised from the permit charge for single car users will be used to fund the costs of managing the scheme and also the implementation of the CPMP measures. JCoSS will decide the cost at a later date, but the level of charge will be appropriate and staff will be encouraged to purchase permits rather than parking on-street in the vicinity of the school grounds.

It will be made clear to all staff members and Year 13 pupils that JCoSS discourages the parking of vehicles on-street in the vicinity of the school grounds. Furthermore, checks will be carried out and anybody who is found to be abusing this school policy will be issued with a verbal and written warning from JCoSS Management.

How to Apply

With the exception of the first year, when applications will be made prior to school opening, applications should be made annually during March/April for the following academic session.

Control and Management

JCoSS security staff has the authority to direct traffic and regulate entry to the school grounds, exercise control over parking and ensure compliance with the school's parking regulations. Security staff will undertake security checks at the school gate and will also undertake random inspections on parked cars to ensure that they are displaying a valid parking permit. Security staff will report any illegal parking immediately to the JCoSS management.

Summary & Conclusion

Summary

This report summarises the work that needs to be undertaken to discharge Condition 5 as set the London Borough of Barnet Draft Planning Permission Conditions (ref: N02587K/07).

The proposed development will comprise of a range of educational uses to include the Jewish Community Secondary School with a Special Resource Provision(JCoSS & PSRP) accommodating a total of 1310 pupils and an estimated 148 staff. JCoSS will accommodate 1260 pupils and approximately 100 staff and SRU will accommodate 50 pupils and 48 staff.

The school will start with one year group and will grow by one additional year group each school year. The school will attract pupils from the whole of the North of London rather than just the immediate local area.

The CPMP is designed to encourage sustainable travel choices, ensuring that the traffic and travel to and from the school is undertaken in an environmentally responsible manner. The management of vehicle parking at the school is an important part of the process. The CPMP will also ensure the needs of vulnerable road users are taken into account.

The access routes and the site layout are provided in line with the council's standards in the interest of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet's Adopted Unitary Development Plan 2006.

The development will provide 90 car parking spaces plus four designated spaces for the mobility impaired. The school will provide 166 cycle stands close to the school building. Secure lockers for clothing and equipment and showers will be available for all cyclists to use.

A permit will be required for anyone wishing to use the car park. Permits are to be charged for single car users.. All other parking permits will be free of charge. Permits will be issued, subject to approval, during the summer for use from the first school day.

JCoSS security staff has the authority to direct traffic and regulate entry to the school grounds, exercise control over parking and ensure compliance with the school's parking regulations.

Security staff will undertake security checks at the school gate will also undertake random inspections on parked cars to ensure that they are displaying a valid parking permit. Security staff will report any illegal parking immediately to the JCoSS management.

The School Travel Plan Champion will conduct a full review of the CPMP at the end of year one and will report to JCoSS management who will monitor the progress made on implementing the proposed CPMP and then review the plan's effectiveness.

Conclusion

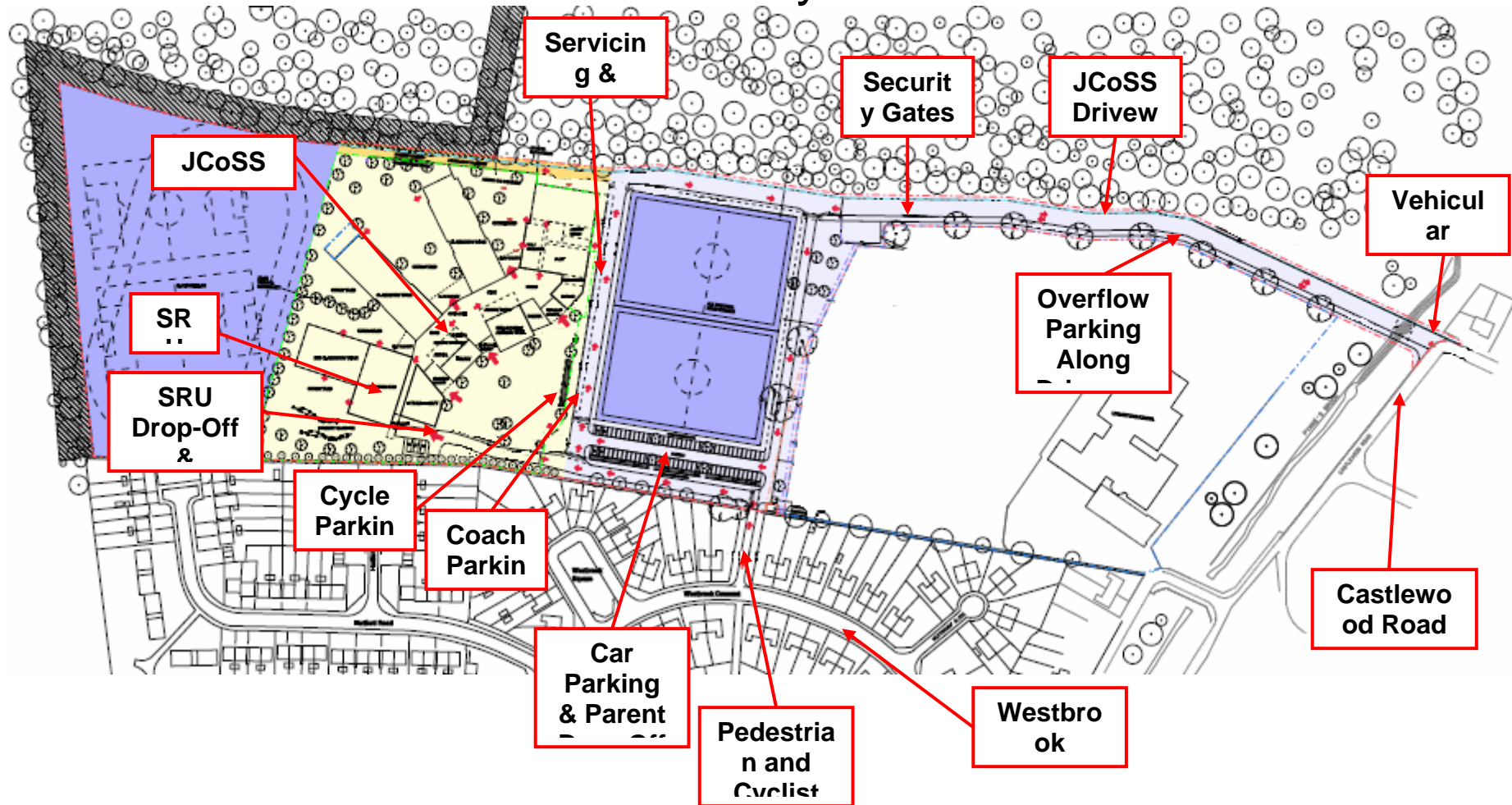
We believe that the CPMP demonstrates fully with Condition 5 as set out in the London Borough of Barnet Draft Planning Permission Conditions.

All parking proposals take into consideration the safety for all users who will be using the car park. Particular consideration has been given to the planning of the access route and site layout, ensuring that all road users can travel to and from the school in safety. There is safe and suitable access for all road users (including pedestrians) to the school in accordance with Policy M11 and M13 London Borough of Barnet's Adopted Unitary Development Plan 2006.

Parking shall be provided in line with the council's standards in the interest of encouraging sustainable travel in accordance with Policy M14 London Borough of Barnet's Adopted Unitary Development Plan 2006.

Car parking management proposals have been put in place to encourage users to understand that there are alternative ways of travelling other than the single occupancy car travel. By introducing parking policies users will be encouraged to make sustainable travel choices, and ensure that traffic and travel to and from the school grounds is undertaken in an environmentally responsible manner.

Appendix A Site Layout



Headteacher: Jeremy Stowe-Lindner BA, MBA, NPQH

Travelling to and from JCoSS

JCoSS is in the heart of the Jewish community. Over 60% of the UK's entire Jewish population lives within a 12 mile radius, including communities in Borehamwood, Edgware, Elstree, Finchley, Golders Green, Hackney, Hendon, Ilford, Muswell Hill, Radlett, Redbridge, Southgate, St Alban's and Stanmore.

Few students – including those using public transport – will face journey times of much more than 30 minutes and for many it will be significantly less.

Sustainability is important to JCoSS. We encourage parents to use the greenest practical method of transport to get your children to and from school.

1. Public Transport

Buses

The site is well served by buses. Most go to the nearby New Barnet railway station (see below), while the 384 bus goes directly past the school gates.

A map detailing the main bus routes serving the area is shown overleaf. For further details and travel times see www.tfl.gov.uk.

Underground

The site is about 15-20 mins walk from Cockfosters (Piccadilly Line) and Barnet (Northern Line). Trains to and from these stations run at least every 10 mins. The 384 hopper bus shuttles between these stations via the school. At the beginning and close of the school day JCoSS is looking at the option of running a minibus service to and from these stations.

Overground

The site is served by New Barnet railway station, which is about 10-12 mins walk from the school. At the beginning and close of the school day JCoSS is looking to parents to support escorting along this route.

Trains run every 15-20 mins from Moorgate and Welwyn Garden City, passing through Finsbury Park, Haringey, Hornsey, Alexandra Palace, New Southgate, Oakleigh Park, Hadley Wood, Potter's Bar and elsewhere.

2. Private Coach Services

JCoSS intends to offer private coach services from our first year. The exact routes and costs will depend on where our first intake of students comes from.

An analysis of the current registrations of interest, suggests up to five routes are possible, dependent on demand:

Route 1:

Golders Green–Hendon–Mill Hill

Route 2:

Ilford–Palmer's Green–Southgate

Route 3:

Bushey–Radlett–Borehamwood–Elstree

Route 4:

Crouch End–Highgate–Muswell Hill–Finchley (East/Central/North)–Woodside Park

Route 5:

Pinner/HatchEnd/Northwood–Stanmore–Edgware–Totteridge

The cost for these services will be around £5-£8 per day.

JCoSS will confirm exactly which routes are viable at the end of the application process, once parents have confirmed their interest in each route.

3. Walking and Cycling

As a green school, JCoSS is working closely with Barnet Council to promote walking and cycling to school where practical. Walking will be encouraged through the school curriculum. Secure covered cycle parking and locker facilities are available on site. We are in discussion over possible cycle routes and free one-to-one cycle training, including from home-to-school.

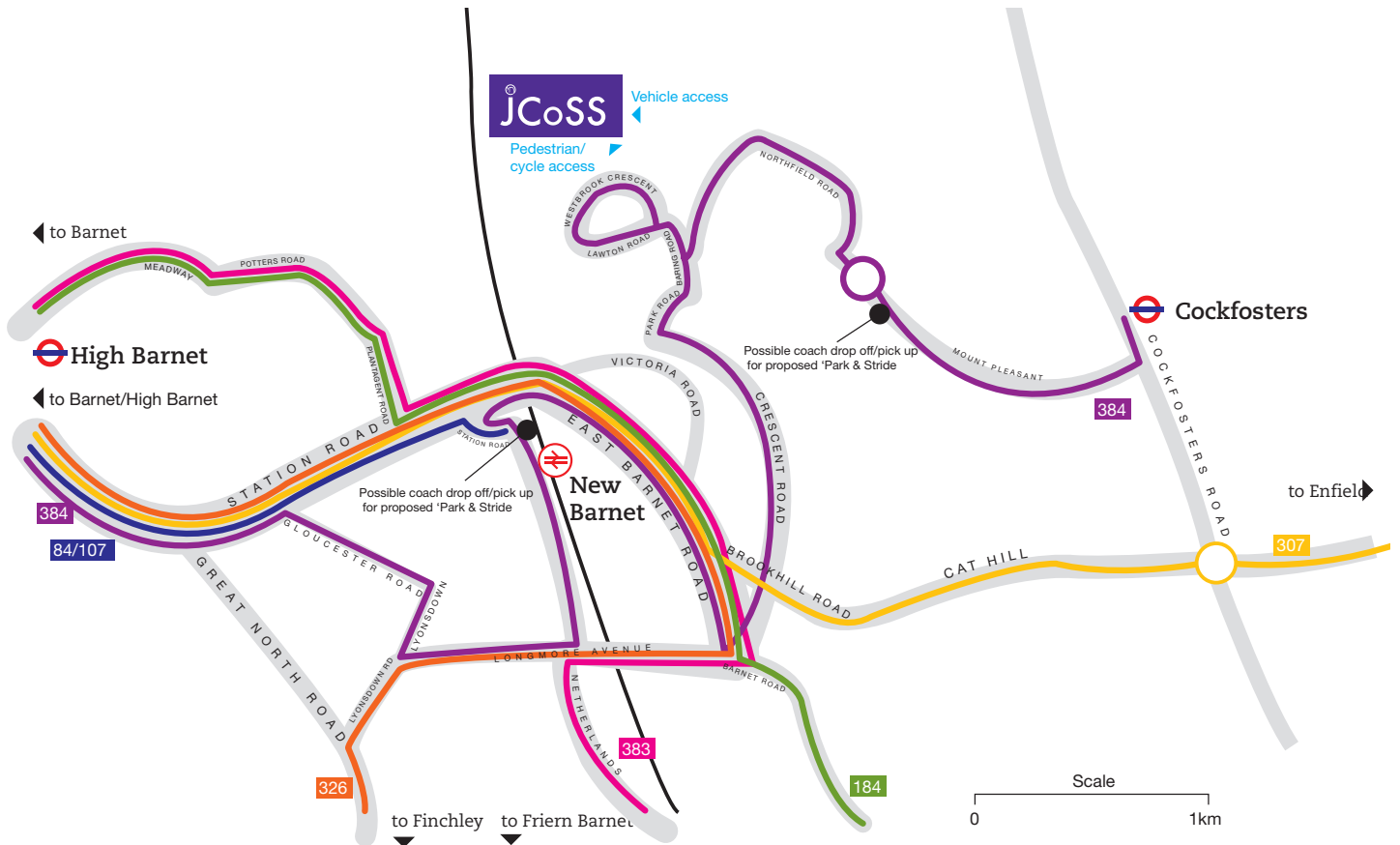
4. Car Sharing

We do not encourage driving, except when transporting students with recognised special needs.

For those who have no choice, we encourage car sharing. In Spring 2010, a transport coordinator will be appointed to match parents interested in car sharing via the database and put them in phone/email contact.

Parents can already identify other interested parents in their area by visiting the JCoSS Facebook group and posting a message to the message board.

Bus routes to JCoSS



- 84 St. Albans – London Colney – Potters Bar – New Barnet Station
- 107 Edgware – Elstree – Borehamwood – New Barnet Station
- 184 Chipping Barnet – New Barnet – Arnos Grove – Turnpike Lane Station
- 307 Brimsdown – Enfield – New Barnet – Arkley Hotel
- 326 Barnet – Whetstone – Woodside Park – West Finchley – Finchley – Hendon – Brent Cross
- 383 Barnet – Oakleigh Park – Torrington Park – North Finchley – Woodside Park Station
- 384 Barnet Hospital – High Barnet – Cockfosters